

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Currently Amended) Apparatus disposed between an internal combustion engine and a gear shift transmission unit for the absorption of torsional vibrations of ~~an~~the internal combustion engine, comprising an input shaft ~~between the internal combustion engine and a transmission,~~ and a gear shift transmission unit drive shaft ~~of the transmission, which is operatively associated with transversely~~ to said input shaft, wherein each of the input and drive shafts includes a torsion bar ~~that has~~having a lower torsional spring constant than ~~the rest~~a remainder of the ~~shaft shafts~~ as a whole, and wherein ~~the apparatus further includes a rotating mass device on each of the input and drive shafts[[,]] and wherein the apparatus is disposed between the internal combustion engine and the transmission.~~

2. (Original) Apparatus according to claim 1, wherein the rotating mass devices include gears which are in engagement with one another.

3. (Currently Amended) Apparatus according to claim 2, wherein ~~the drive shaft runs transversely across a longitudinal axis of the input shaft, and wherein the gears are bevel gears.~~

4. (Currently Amended) Apparatus according to claim 3, wherein the bevel gears include first and second hubs that surround the input shaft and the drive shaft, respectively, and ~~wherein the apparatus further include first and second sets of driver teeth that are provided between the first and second hubs and the input shaft and the drive shaft, respectively.~~

**5. (Currently Amended)** Apparatus according to claim 4, further comprising a third hub for fixed gears of speeds of the ~~transmission and gear shift~~ transmission unit and a third set of driver teeth, the third hub being joined to the drive shaft by the third set of driver teeth.

**6. (Currently Amended)** Apparatus according to claim 1, further comprising a third hub for fixed gears of speeds of the ~~transmission and~~ transmission unit a third set of driver teeth, the third hub being joined to the drive shaft by the third set of driver teeth.

**7. (Original)** Apparatus according to claim 1, wherein the torsion bars are formed by one or more cross-sectional constrictions of the input shaft or drive shaft.

**8. (Original)** Apparatus according to claim 7, wherein the cross-sectional constrictions are provided in the vicinity of the hubs of the bevel gear of the input shaft and of the fixed gears of the drive shaft.

**9. (Currently Amended)** Apparatus disposed between an internal combustion engine and a transmission for the absorption of rotational vibrations of ~~an the~~ internal combustion engine, comprising:

an input shaft disposed between the internal combustion engine and a gear shift transmission unit;

a gear shift transmission unit drive shaft operatively associated with and arranged transverse to the input shaft, wherein each of the input and drive shafts is a torsion bar of relatively lower torsional spring constant ~~when~~ compared to ~~the rest a remainder~~ of the shaft ~~in general as a whole; and~~

a rotating mass device on each of the input shaft and drive shaft, ~~wherein the~~ rotating mass devices ~~include respective~~ including respective meshing gears meshing with one another, and ~~wherein the apparatus is disposed between the internal combustion engine and a transmission.~~

**10. (New)** Apparatus according to claim 9, wherein the torsion bars are formed by one or more cross-sectional constrictions of the input shaft or drive shaft.

**11. (New)** Apparatus according to claim 10, wherein the cross-sectional constrictions are provided in the vicinity of the hubs of the bevel gear of the input shaft and of the fixed gears of the drive shaft.

**12. (New)** A vehicle, comprising:  
an internal combustion engine having a crankshaft;  
a gear shift transmission unit, having a drive shaft;  
an apparatus having an input shaft connected with the crankshaft via a clutch, and extending transverse to the drive shaft,  
wherein each of the input and drive shafts include a torsion bar having a lower torsional spring constant than a remainder of the shafts as a whole and a rotating mass on each of the shafts.

**13. (New)** A vehicle according to claim 12, wherein the torsion bars are formed by one or more cross-sectional constrictions of the input shaft or drive shaft.

**14. (New)** A vehicle according to claim 13, wherein the cross-sectional constrictions are provided in the vicinity of the hubs of the bevel gear of the input shaft and of the fixed gears of the drive shaft.